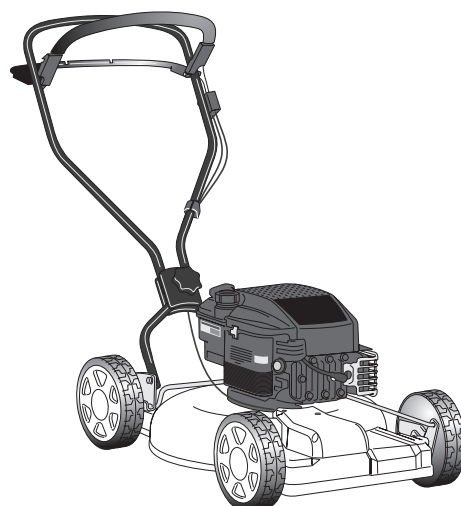




STIGA MULTICLIP

48

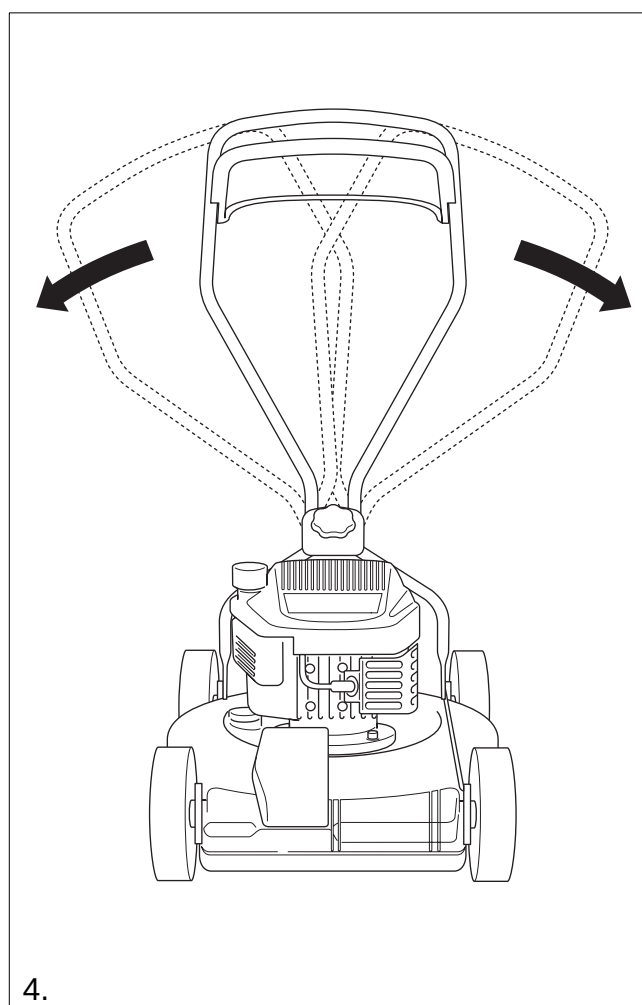
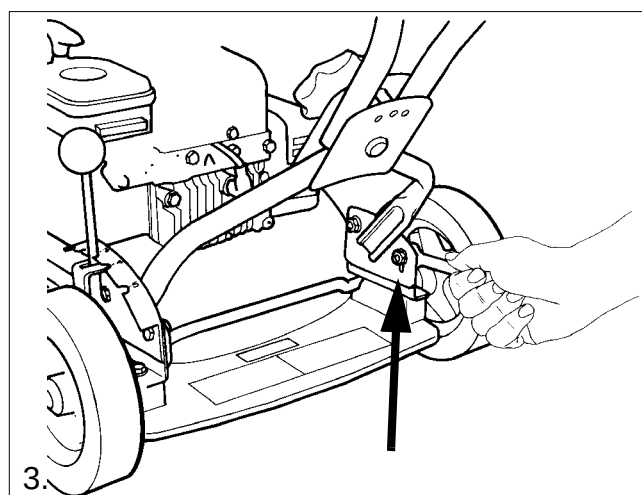
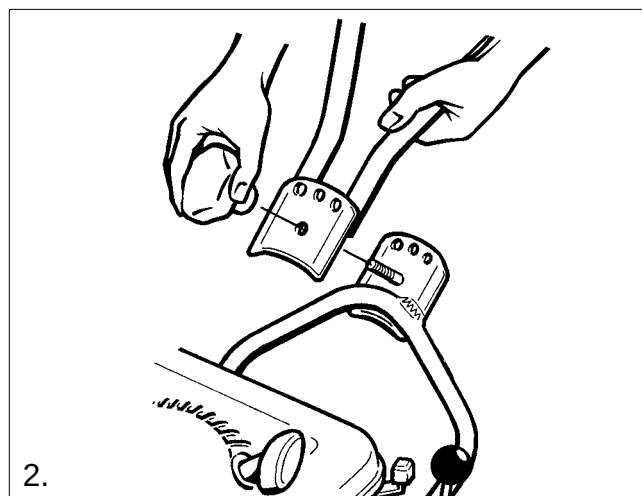
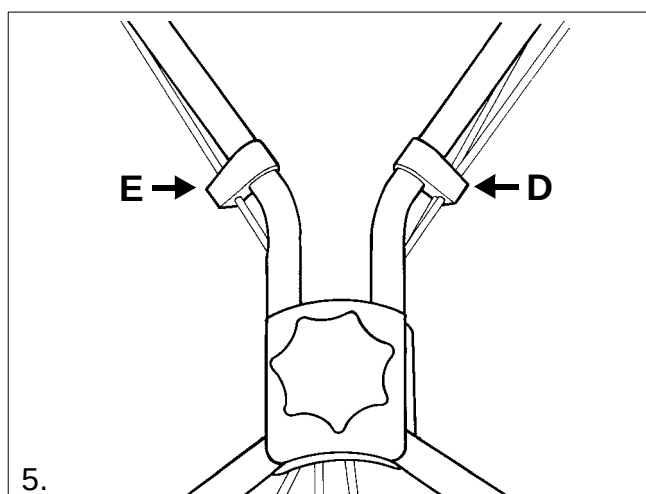
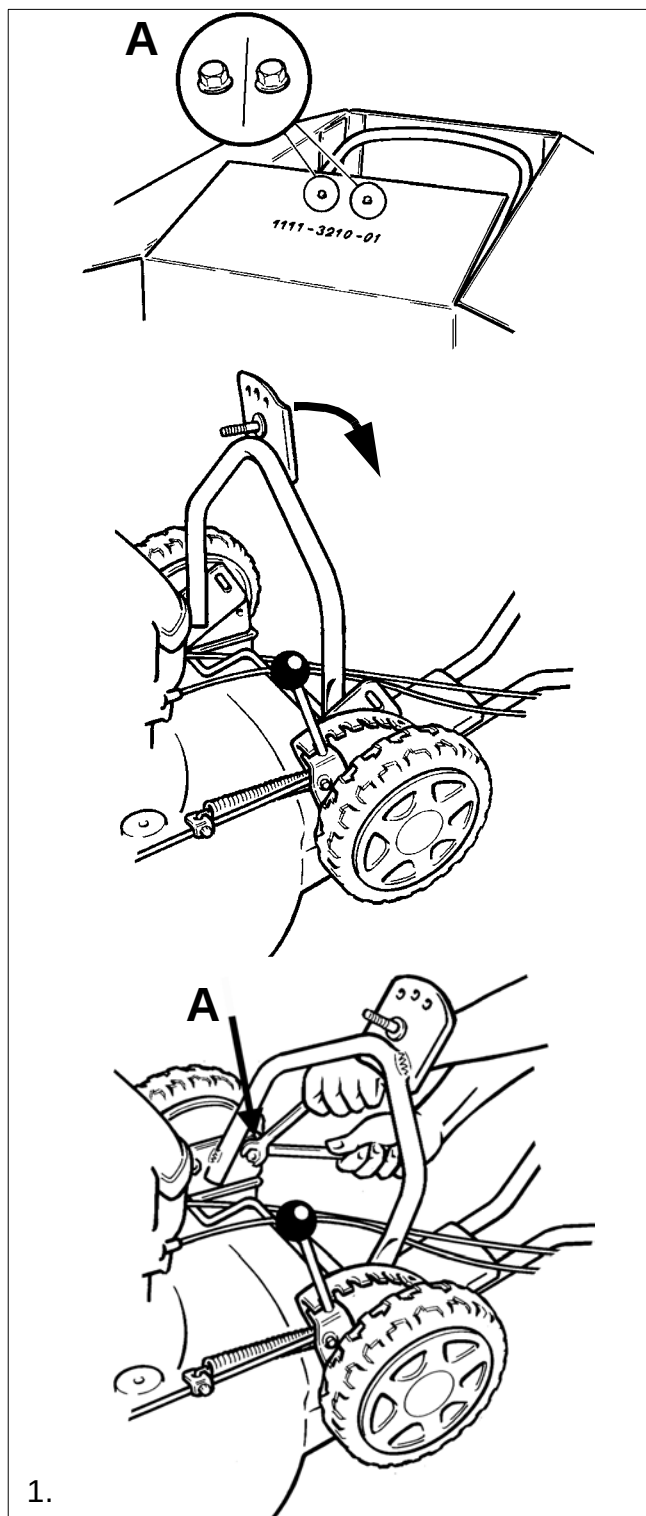
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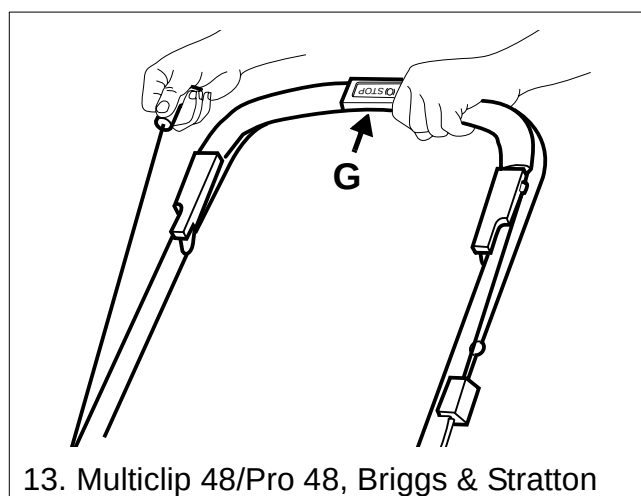
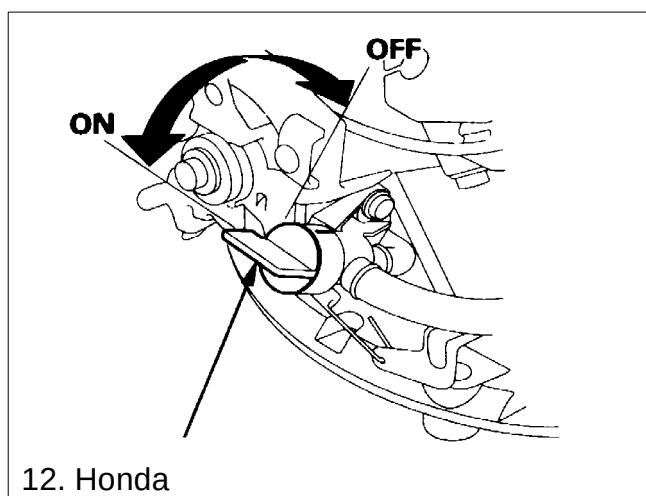
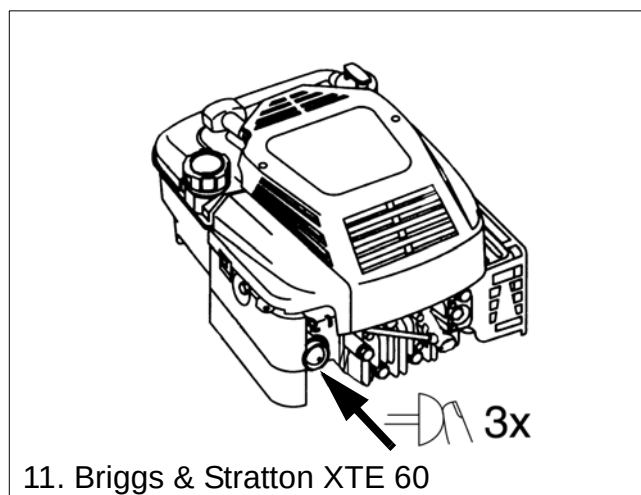
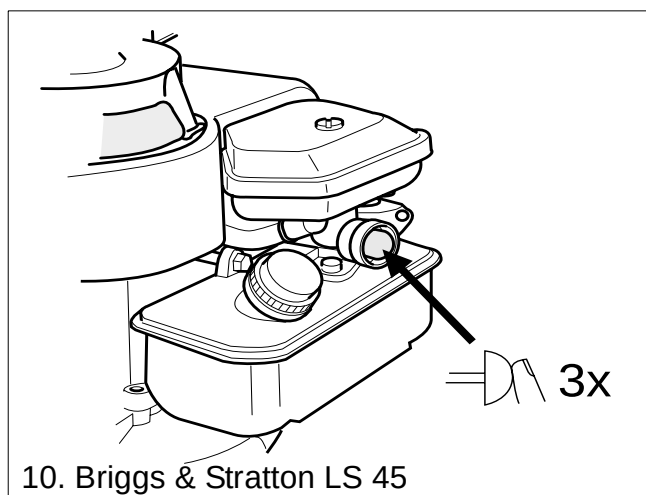
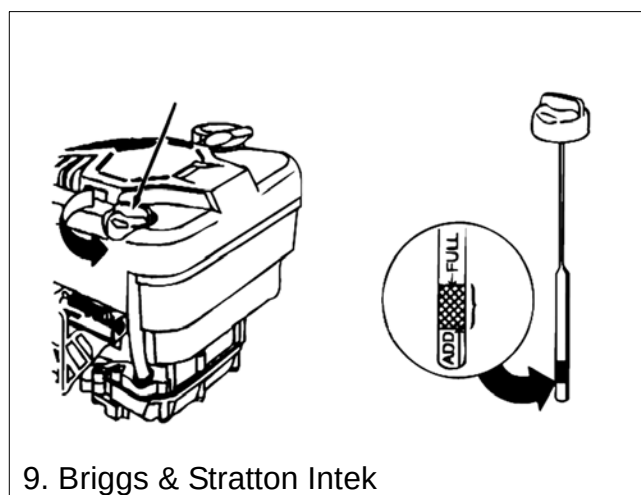
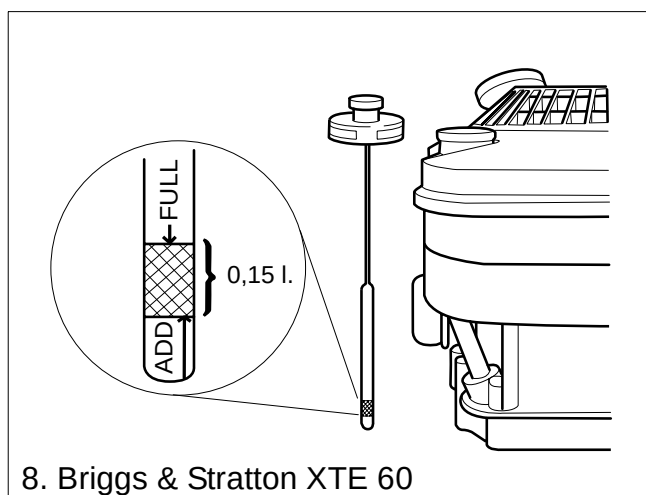
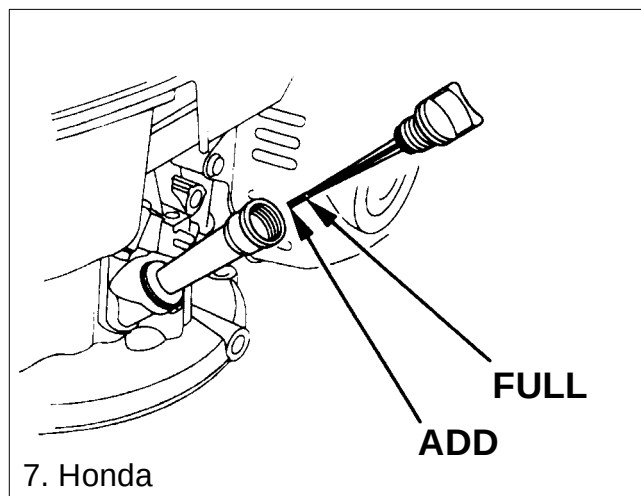
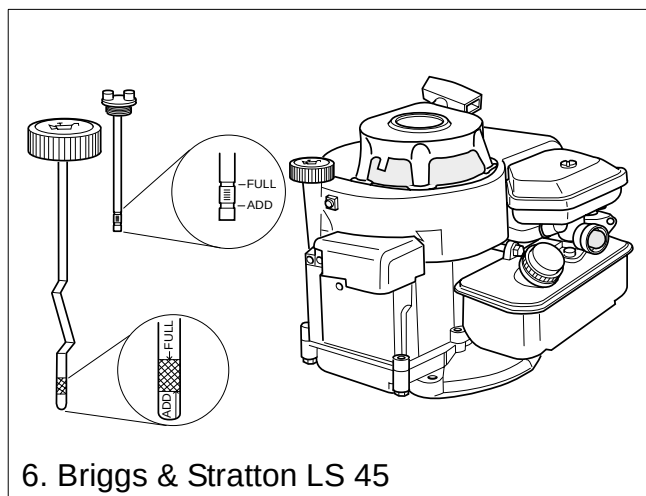
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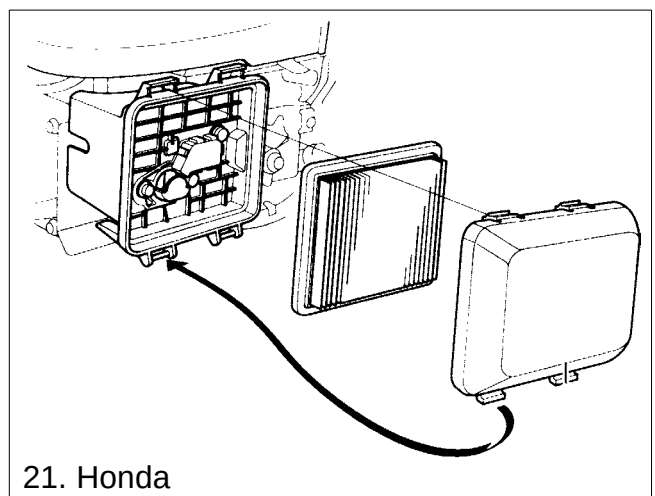
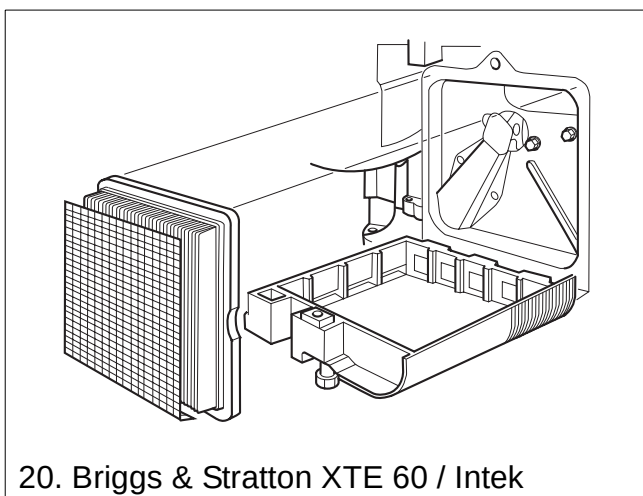
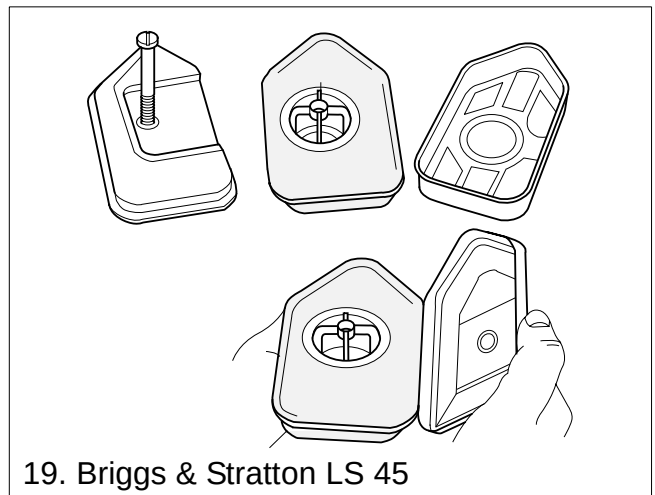
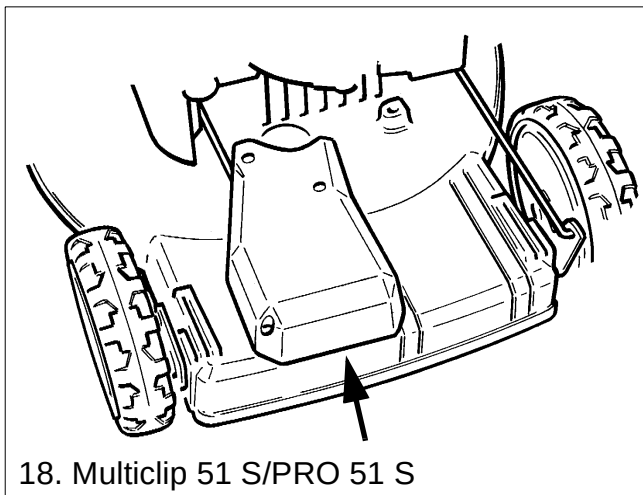
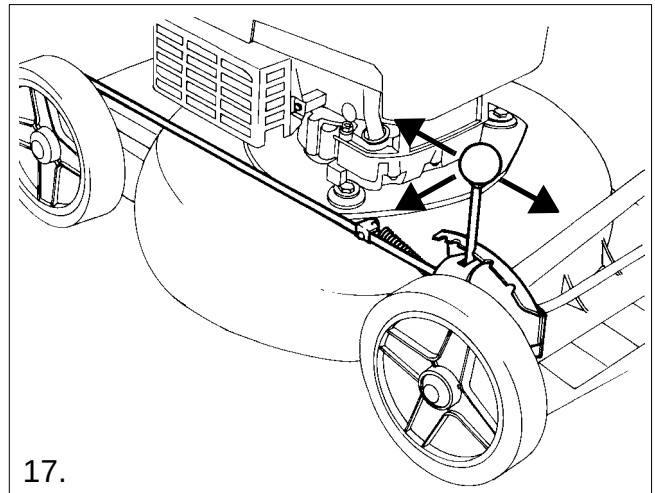
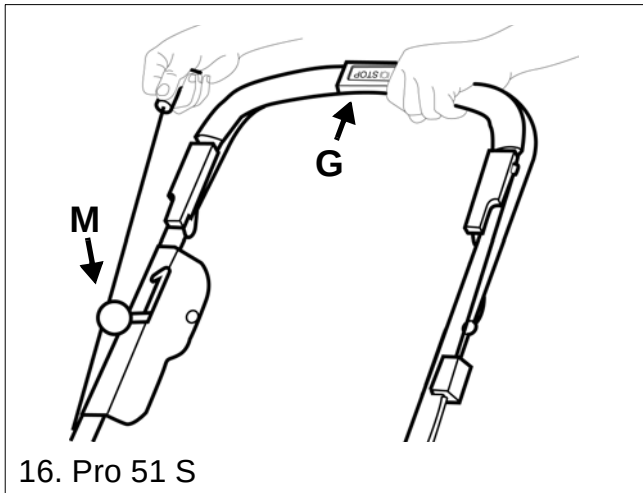
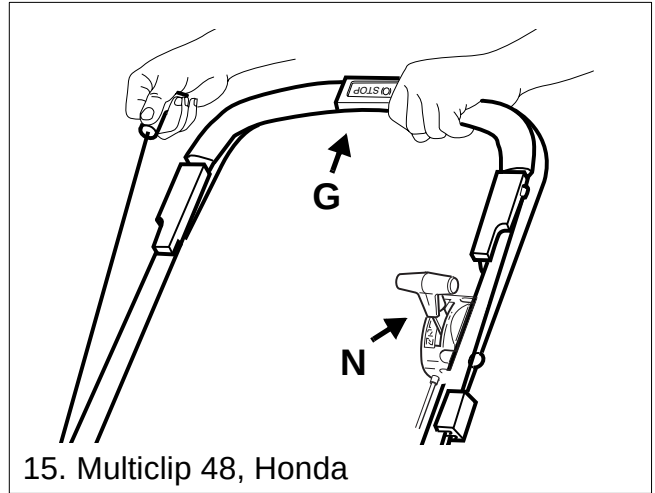
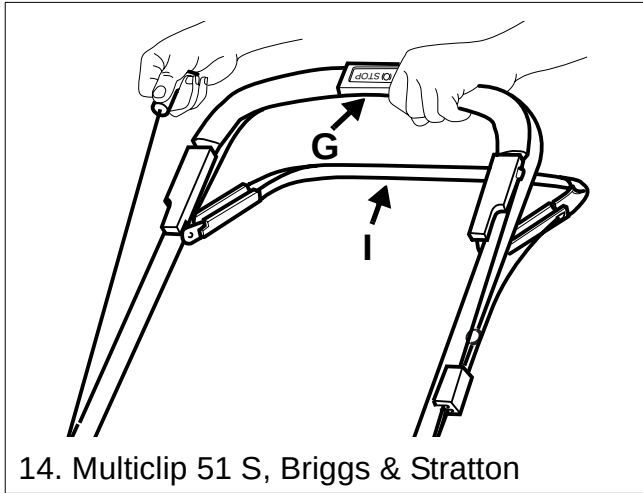
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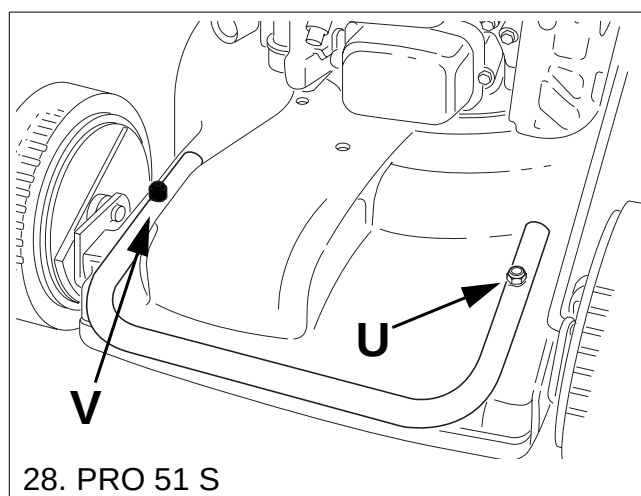
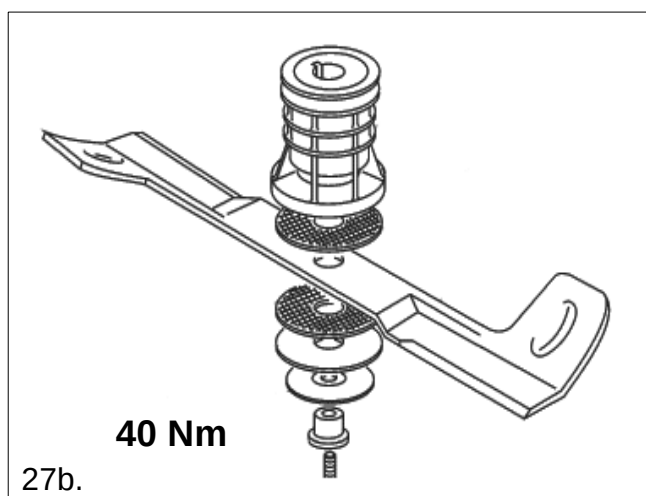
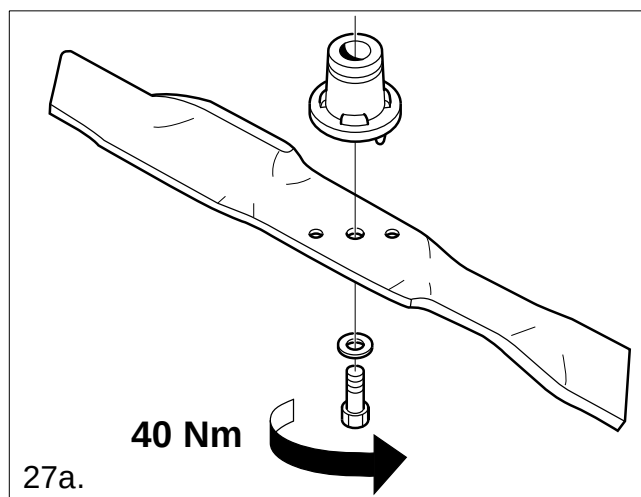
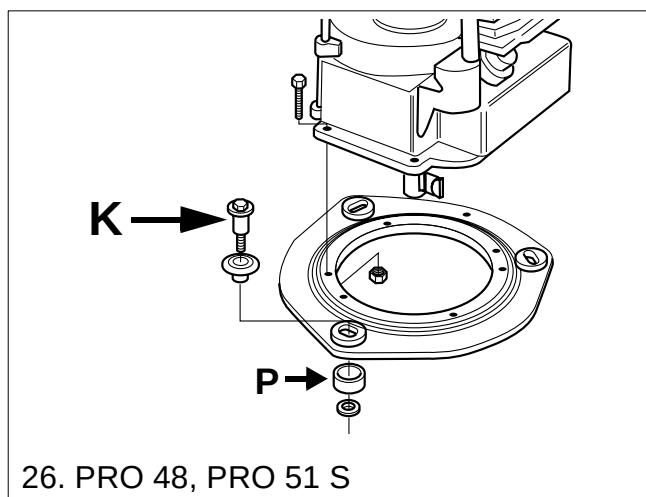
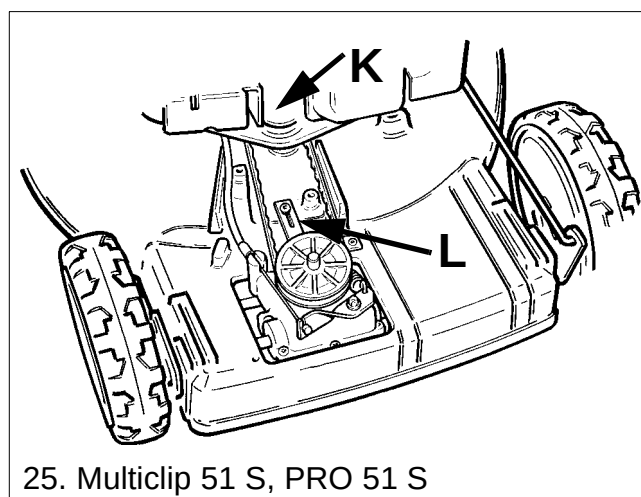
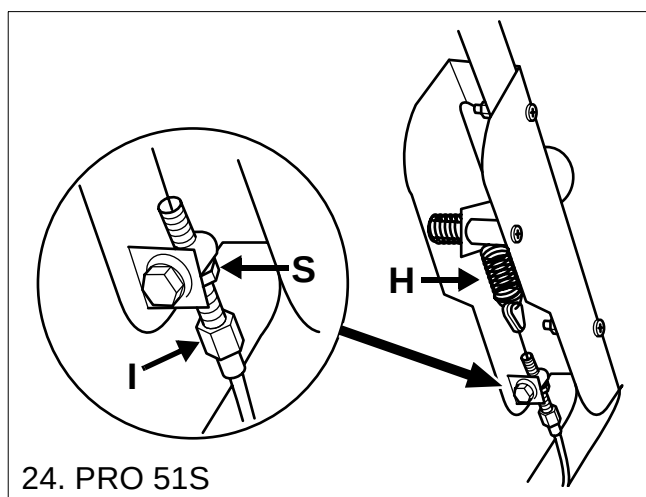
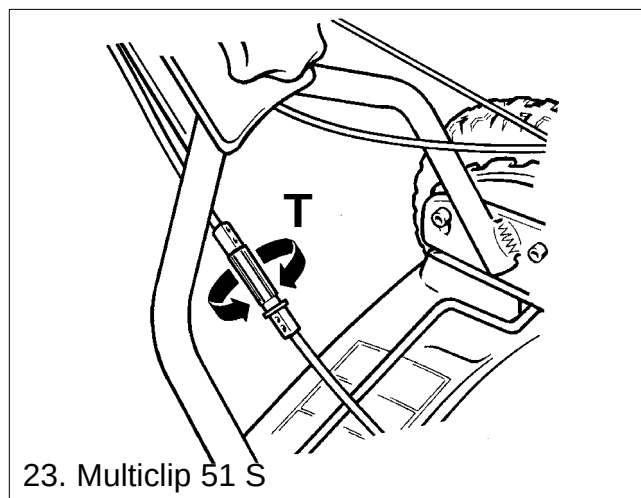
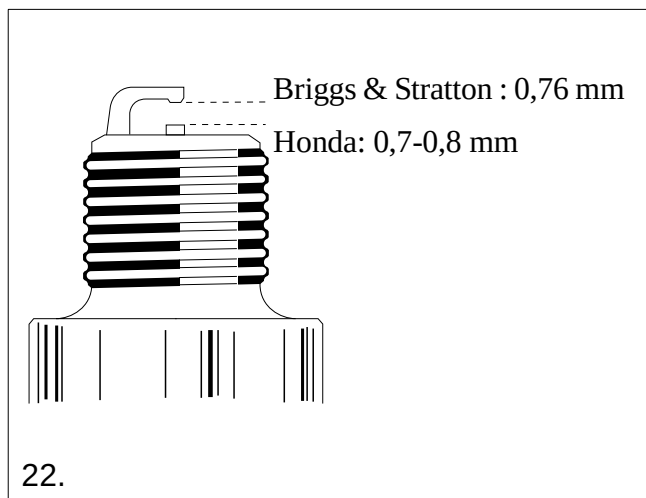
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STIGA[®]
MOWING AHEAD









SYMBOLS

The following symbols can be found on the machine to remind you of the care and attention that are required during use.

The symbols mean:



Warning! Read the Instruction Book and Safety Manual before using the machine.



Warning! Keep onlookers away. Beware of objects being flung out.



Warning! Keep hands and feet clear of the cutting deck when the machine is running.



Warning! Before starting any repair work, remove the spark plug cable from the spark plug.



IMPORTANT

Certain sections apply to only one or a few of the models. Where this is the case, the name of the model appears at the start of the section.

Certain models do not have throttle control. The engine's speed is set for optimal function and minimal exhaust emissions.

INSTALLATION

HANDLE/BUMPER (PRO 51 S)

Press in the end plugs in the openings on the handle. Place the handle on the cover so that the holes in the handle are aligned with the holes in the cover. Thread through the carriage bolts from underneath and secure with the locking nuts **U**. Press on the nut caps **V** (fig 28).

HANDLE, LOWER PART (PRO 48/PRO 51S)

Fold back and screw tight the lower part of the handle using the screws **A** (fig. 1).

HANDLE, UPPER PART

Fit the upper part of the handlebar (fig. 2). The height of the handlebar above the ground can be adjusted within certain limits since the lower part is provided with slotted holes at the rear (fig. 3).

If necessary the upper part can be turned to one side to facilitate mowing close up to walls (fig. 4).

CABLE HOLDERS

Secure the cables in the cable holders (fig. 5):

D: Start/Stop cable + **Honda:** Throttle cable

E: Multiclip 51S/PRO 51S: Clutch cable

USING THE MOWER

BEFORE STARTING

FILL THE CRANKCASE WITH OIL



The lawnmower is delivered without any oil in the engine crankcase. The crankcase must be filled with oil before the engine is started for the first time.

Remove the oil dipstick (fig. 6-9). Fill the engine's crankcase with 0.55 litres of good quality oil (service class SE, SF or SG). Use SAE 30 or SAE 10W-30 oil.

Fill until the oil reaches the "FULL/MAX" mark on the dipstick. Do not overfill.

CHECK THE OIL LEVEL

Check before using the machine that the oil level is between 'FULL/MAX' and 'ADD/MIN' on the dipstick. The mower should stand level.

Remove and wipe off the dipstick (fig. 6-9). Slide it down completely and tighten it. Unscrew and pull it up again. Read off the oil level. If the oil level is low, fill with oil up to the 'FULL/MAX' mark.

FILL UP THE PETROL TANK



Fill with petrol before starting the engine. Never remove the filler cap or fill with petrol while the engine is running or still warm.

Never completely fill the petrol tank. Allow a little room for the petrol to expand if necessary.

Preferably use an environmentally friendly petrol, i.e. alkylate petrol. This type of petrol has a composition that is less harmful to people and nature. It has e.g. no lead additives, no oxygenators (alcohols and ethers), no alkenes and no benzene.



NOTE! If you change to environmentally friendly petrol in an engine previously run on ordinary lead-free petrol (95), the petrol manufacturer's recommendations must be followed carefully.

Ordinary lead-free 95 octane petrol can also be used. You must never use 2-stroke petrol mixed with oil.

NOTE! Bear in mind that petrol is a perishable, do not purchase more petrol than can be used within 30 days.

STARTING THE ENGINE (Briggs & Stratton)

1. Place the lawnmower on flat, firm ground. Do not start in long grass.
2. Make sure the spark plug cable is connected to the spark plug.
3. When starting a cold engine: Press down the primer fully 6 times (fig. 10, 11).

When starting a warm engine the primer does not need to be used. If the engine stops due to a lack of fuel, refill and press down the primer 3 times.

3. **PRO 51S:** Set the clutch control **M** to  (fig. 16).
4. Press the Start/Stop loop **G** towards the handle. NOTE! The Start/Stop loop **G** must be kept pressed in to prevent the engine stopping (fig. 13-16).
5. Grasp the starter handle and start the engine by pulling briskly on the starter cord.

For ease of starting, press down the handle so that the front wheels lift slightly from the ground.



Keep hands and feet away from the rotating blade(s). Never put your hand or foot under the blade casing or in the grass ejector while the engine is running.

STARTING THE ENGINE (Honda)

1. Place the lawnmower on flat, firm ground. Do not start in long grass.
2. Make sure the spark plug cable is connected to the spark plug.
3. Open the fuel tap (fig. 12).
4. Move the throttle control **N** to the choke position . NOTE! It is not necessary to use the choke position when the engine is warm (fig. 15).
5. Press the Start/Stop loop **G** towards the handle. NOTE! The Start/Stop loop **G** must be kept pressed in to prevent the engine stopping (fig. 15).
6. Grasp the starter handle and start the engine by pulling briskly on the starter cord.
7. When the engine starts, move the throttle control backwards until max. revs are obtained. NOTE! The engine should always be run at maximum revs to avoid abnormal machine vibrations.



Keep hands and feet away from the rotating blade(s). Never put your hand or foot under the blade casing or in the grass ejector while the engine is running.

TRANSMISSION (Multiclip 51S)

Engage the drive by pressing the clutch loop **I** towards the handle. Disengage the drive by releasing the clutch loop **I** (fig. 14).

By pressing down the handlebar so that the driving wheels are raised slightly from the ground, turning, reversing, moving round trees, etc., can be performed without having to disengage the drive system.

TRANSMISSION (PRO 51S)

Engage the drive by moving the clutch control **M** to  (fig. 16). Make sure the clutch control is always moved fully either to one or the other position.

By pressing down the handlebar so that the driving wheels are raised slightly from the ground, turning, reversing, moving round trees, etc., can be performed without having to disengage the drive system.

STOPPING THE ENGINE



The engine may be very warm immediately after it is shut off. Do not touch the silencer, cylinder or cooling flanges. This can cause burn injuries.

1. **PRO 51S:** Disengage the drive. Set the clutch control **M** to  (fig. 16).

Honda: Close the fuel tap.

2. Release Start/Stop loop **G** to stop the engine (fig. 13-16). This loop must not be disengaged (e.g. by setting it in the depressed position against the handle), as it will not be possible to stop the engine.
3. If the lawnmower is left unattended, remove the spark plug cable from the spark plug.



If the start/stop loop ceases to work, stop the engine by removing the spark plug cable from the spark plug. Immediately take the lawnmower to an authorised workshop for repair.

MOWING TIPS

Before mowing the lawn, take care to remove any stones, toys and other hard objects.

A machine with the MULTICLIP system cuts the grass, chops it finely and then blows it down into the lawn. The grass clippings do not need to be collected.

The following rules should be observed to give the best MULTICLIP effect:

1. Use a high engine speed (full throttle).
2. Do not cut the grass too short. Not more than 1/3rd of the length should be cut off.
3. Ensure that the area under the mower casing is always kept clean.
4. Always use a well-sharpened blade.
5. Avoid mowing when the grass is wet. The grass sticks more easily to the underside of the casing, giving poorer mowing results.

CUTTING HEIGHT



Shut off the engine before adjusting the cutting height.

Do not set the cutting height so low that the blade(s) come into contact with uneven ground.

The mower has single-lever control for adjusting the cutting height. Pull the lever outwards and then set the mowing height to a position suitable for the state of the lawn (fig. 17).

MAINTENANCE



No servicing is to be carried out on the engine or mower unit without first switching off the engine and removing the spark plug cable from the spark plug.

Stop the engine and remove the spark plug cable if the mower is to be lifted, e.g. during transportation.

If the lawnmower needs to be tilted, it must be tilted so that the engine's spark plug faces upwards. Tilt the lawnmower when the fuel tank is empty.

COOLING SYSTEM

Before each use, the engine's cooling system must be cleaned. Clean the cylinder's cooling flanges and air intake of grass remains, dirt, etc.

CLEANING

After use, the mower should be cleaned. This is particularly important on the underside of the mower casing. Rinse clean with the garden hose. The mower will then last longer and work better.

NOTE! High-pressure washers should not be used. If grass has dried on to the mower casing, it can be scraped clean.



Clean the silencer and the surrounding area regularly to remove grass, dirt and flammable waste products.

Multiclip 51S/PRO 51S: NOTE! Once or twice during the mowing season, cleaning should be carried out under the transmission casing (fig. 18). Remove the transmission casing and clean with a brush or blow with compressed air.

OIL CHANGE



Change the oil when the engine is warm and the fuel tank is empty. In order to prevent burns, take care while draining as the oil is hot.

Change the oil the first time after 5 hours of operation, and subsequently every 50 hours of operation or once a season. Remove the dipstick, tilt the mower and let the oil run out into a container. Be careful not to let any oil run on to the grass.

Fill with new oil: Use SAE 30 or SAE 10W-30 oil. The crankcase holds approx. 0.55 litres. Fill until the oil reaches the "FULL/MAX" mark on the dipstick. Do not overfill.

AIR FILTER

A dirty and blocked air filter reduces the engine output and increases engine wear.

Briggs & Stratton LS 45 (fig. 19): Carefully remove the air cleaner so that no dirt falls down into the carburettor. Remove the expanded plastic filter and wash it in liquid detergent and water. Dry the filter. Pour a little oil on the filter and squeeze it in. Reinstall the air cleaner.

Clean the filter every three months or after every 25 hours of use, whichever occurs first. More often if the lawnmower is used on dusty ground.

Briggs & Stratton XTE 60, Intek (fig. 20): Undo the screw and fold down the cover of the air cleaner. Carefully remove the filter cartridge. Knock it against a flat surface. Replace the filter cartridge with a new one if it is still dirty.

Clean the filter every three months or after every 25 hours of use, whichever occurs first. More frequently if the engine is working on dusty ground.

Honda (fig. 21): Remove the cover and take out the filter. Carefully check the filter for holes or other damage. A broken or damaged filter must be replaced.

To remove dirt, carefully knock the filter several times against a hard surface or use compressed air from the back of the filter to blow-clean. Do not try to brush the filter clean as this forces dirt down into the fibres. A very dirty filter should be replaced.

Clean the air filter after every 25 hours of operation or once a season. More frequently if the engine is working on dusty ground.

SPARK PLUG



Never remove the spark plug or spark plug cable when checking to see if there is a spark. Use an approved test instrument.

Clean the spark plug regularly (every 100 hours of operation). Use a wire brush for cleaning.

Change the spark plug if the electrodes are excessively burnt or if the plug is damaged. The engine manufacturers give the following recommendations (fig. 22):

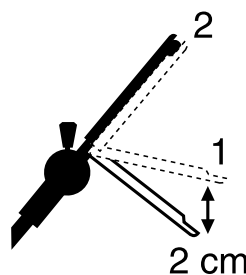
Briggs & Stratton: Champion J19LM (RJ19LM), Spark gap 0.76 mm.

Honda GCV: BPR6ES (NGK).
Spark gap 0.7 - 0.8 mm.

ADJUSTING THE CLUTCH CABLE (Multiclip 51S)

If the drive does not engage when the clutch loop is pressed against the handle, or if the lawnmower feels cumbersome or slow, this may be because the clutch in the transmission is slipping. To rectify this situation, adjust the clutch cable as follows:

1. When the clutch loop is released, it should be possible to push the mower without any resistance. If this is not the case, screw in the nipple T until the mower can be pushed (fig. 23).



2. When the clutch loop is pressed in approx. 2 cm (position 1), there should be some resistance when pushing the lawnmower. With the clutch loop fully pressed in (position 2) it should not be possible to push the mower. Unscrew the nipple T until this position is achieved.

ADJUSTING THE CLUTCH CABLE (PRO 51S)

Check the clutch function (fig. 24):

1. Push the mower forwards and backwards with disengaged transmission.
2. Set the clutch control to the  position and push the mower until the front wheels engage.

3. In this position, the spring **H** should be extended 6 mm from its unloaded position to provide sufficient locking force in the transmission.
4. If the spring is not extended sufficiently, adjust the wire nipple **I** at the handlebar.
5. First loosen the locking nut **S** and then adjust the nipple **I**.
6. Set the clutch control to the  position and check that the transmission is disengaged by rolling the mower forwards and backwards.

ADJUSTING DRIVE BELT (Multiclip 51S, PRO 51S)

Check the belt tension regularly. The drive belt is correctly adjusted when the shoulder bolt **K** is centred in the front hole on the engine bracket (fig. 25).

Incorrect belt tension can bring about abnormal vibrations in the handle (the belt is tensioned too tightly) or the belt can start to slide (the belt is not tensioned enough).

Adjust the drive belt like this: Stop the engine and remove the spark plug cable from the spark plug. Dismantle the transmission casing. Undo the screw **L**. Pull the transmission forwards so that the belt is tensioned and tighten the screw **L**. The drive belt must be adjusted so that the shoulder bolt **K** is centred in the front hole on the engine bracket.

SHOCK-ABSORBER (PRO 48, PRO 51S)

The forward shock-absorber **P** (fig. 26) takes up a greater load. Check the shock-absorber twice per season. If the shock-absorber shows signs of damage or wear it should be replaced.

CHANGING BLADES



Wear protective gloves when changing blades to avoid cutting yourself.

Blunt and damaged blades tear up the grass and make the lawn unsightly after mowing. New well-sharpened blades cut off the grass. This gives a green and fresh appearance after mowing.

Always check the blade after an impact. First disconnect the spark plug cable. If the blade system has been damaged, defective parts should be replaced. Always use genuine spare parts.

To replace the blade, undo the screw (fig. 27). Fit the new blade so that the stamped STIGA logo is facing the blade holder (not facing the grass). Reinstall as illustrated. Tighten the screw properly. Tightening torque 40 Nm.

When replacing the blade, the blade screw should also be replaced.

The guarantee does not cover damage to the blade, blade holder or engine caused by running into obstacles.

When replacing the blade, blade holder and blade screw, always use genuine spare parts. Non-genuine spare parts can entail a risk of injury or damage, even if they fit the machine.

SHARPENING THE BLADES

Sharpening of the blades must be performed by wet grinding, using a whetstone or a grindstone.

For safety reasons, the blades should not be sharpened on an emery wheel. Too high temperature could cause the blade to become brittle.



Once the blade has been sharpened, it must then be balanced to avoid vibration damage.

STORAGE

WINTER STORAGE

Empty the fuel tank. Start the engine and let it run until it stops. The same petrol must not remain in the tank for more than one month.

Tip up the mower and unscrew the spark plug. Pour a tablespoon of engine oil into the spark plug hole. Pull out the starter handle slowly so that the oil is distributed in the cylinder. Screw in the spark plug.

Thoroughly clean the mower and store it indoors in a dry place.

SERVICING

Genuine spare parts are supplied by service workshops and by many dealers.

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